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FIG. 1. *Another embodiment of the invention.*

Fig. 1.

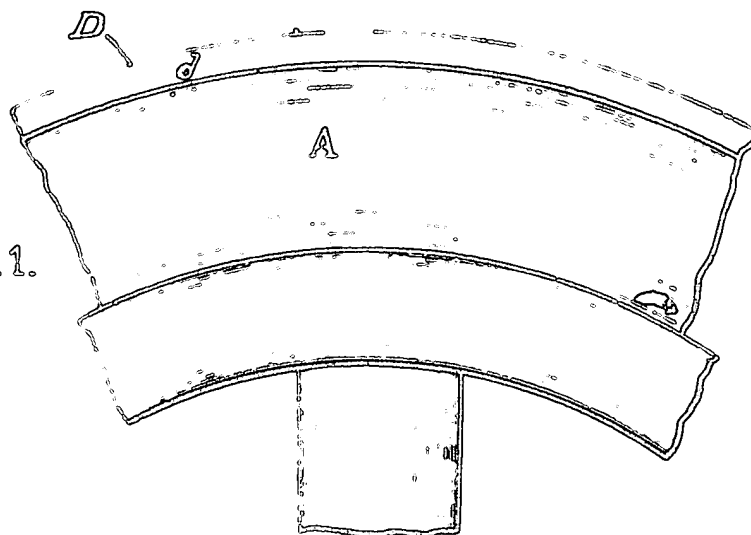


Fig. 2.

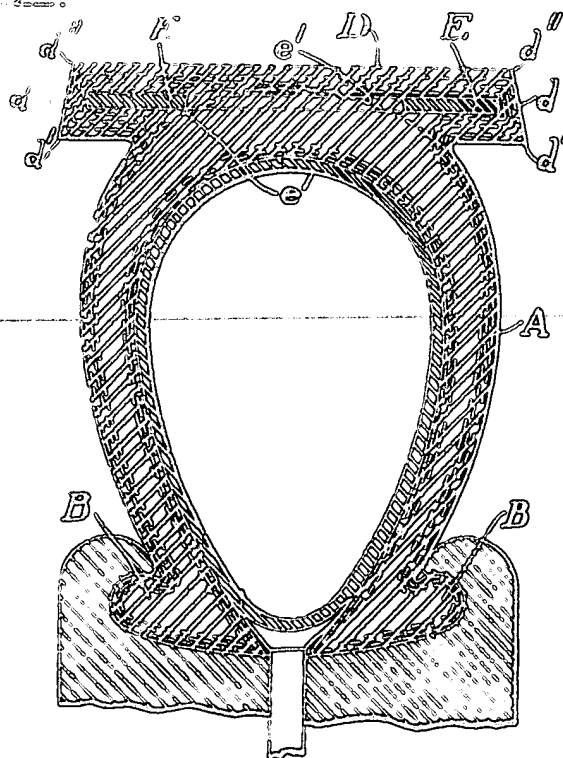
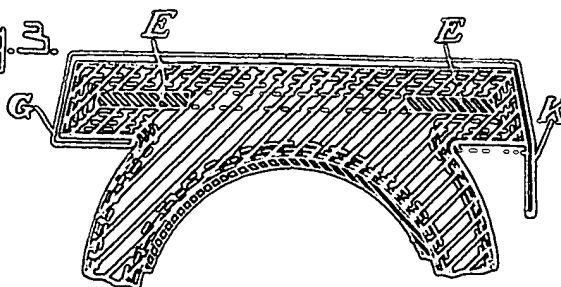


Fig. 3.



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A.D. 1906

Date of Application, 19th June, 1906 - Accepted, 20th Dec., 1906

COMPLETE SPECIFICATION.

"Improvements in Elastic Tyres for Road Vehicle Wheels"

We, HOWARD STEEL RODGERS, Banker, of Fourth and Vine Streets, Cincinnati, County of Hamilton, State of Ohio, United States of America, and JOHN DUFFIELD PRINCE, Stock Broker, of 1655 Broadway, New York, County of New York, State of New York, United States of America, do hereby declare the nature of this invention and in what manner the same is to be performed, to be particularly described and ascertained in and by the following statement:-

Our invention relates to pneumatic tyre covers of the type in which the tread portion is formed flat and extends laterally at each side to protect the full width of the tyre body, said tread portion having embedded stiffening strips and being embraced by metal tread clips engaging under the overhanging lateral extension of the tread; and our invention consists in a tyre embodying such a combination and having the said tread portion formed of trapezoidal shape as illustrated with the metal clips affixed to the tread in the manner particularly described.

In the drawings, Fig. 1 is a side elevation of a portion of the felloe of the wheel showing the tyre in side elevation.

Fig. 2 is a section on an enlarged scale through the tyre.

Fig. 3 is a sectional view of armor plate used with our tyre.

A indicates the body of the casing attached to the felloe of the wheel in the usual manner of Clincher tyres, as indicated at B. Any other method of fastening the tyre to the felloe or rim may be used. D is the tread of the tyre, which is flat and of the trapezoidal shape indicated in Fig. 2, having its ends projecting each side as at d beyond the main body of the casing. The distance between the edges d^1 and d^1 is substantially the same as the diameter of the tyre, and the distance between the edges d^{11} and d^{11} is somewhat less. The various proportions are about the same as indicated in the drawing.

Stiff rubber curved strips E, or one curved piece of stiff rubber extending across the tread, as indicated by the dotted lines, are located in the tread as indicated, circling around in the direction of the periphery of the tyre. Said rubber strip or strips project beyond the body of the tyre and are for the purpose of stiffening the flat tread with its projections beyond its connection with the main body of the tyre. These strips E may be made of non-puncturable fabric and this might be made heavy enough to stiffen the tread or not, as desired. In the latter case, by locating the non-puncturable fabric as described, it would be in the best position for resisting punctures.

The usual fibrous material may be used within the body of the rubber, located as indicated in dotted lines, each dotted line indicating a sheet of fibrous material.

The armor employed is composed of plates illustrated in Fig. 3, which are formed at one side as at G, so as to embrace the upper and lower edges as well as the end of the projection at one side of the tread. The other end of the armor is left unbent as indicated at K, and when applied, it is necessary simply to draw down the portion K on the inner surface of the projection of the tread.

We are aware that all the parts described and shown have been used separately and in various combinations.

[Price 8d.]

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Rodgers and Prince's Improvements in the Construction of the

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$\frac{1}{2} = 0.5$ $\frac{1}{3} = 0.333$ $\frac{1}{4} = 0.25$ $\frac{1}{5} = 0.2$ $\frac{1}{6} = 0.166$ $\frac{1}{7} = 0.143$ $\frac{1}{8} = 0.125$ $\frac{1}{9} = 0.111$ $\frac{1}{10} = 0.1$